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with a capacity of about 12 MP. In other words, ME-65 dissels with a capacity ranging from about 12 to 36 MF are in use. Development problem was to design and develop further variants with a capacity of up to about 50 and 70-MP respectively also for duties as auxiliaries about VF-SME craft. 6-cylinder series engines or V-engines with either 4 or 6 cylinders were planned.

2. Conventional BUCKAU-WOLK diesels.

The 80, 100, 180, and 200-MF diesels as already built by BUCKAU-WOLE Plant and serving as auxiliaries aboard ship have been selected.

3. 1.400-RF D.M.R.-built diesel.

This diesel was planned to be installed without any changes.

4. 20-XVD-25 marine diesel.

Information on this diesel and on LESTITUT YURR MOTORERBAU LUDWIGSPELDE will be furnished in a subsequent report.

5. "Ereislaufmeter".

During World War Two when working as a test stand angines engineer with an unidentified German Bary research institute. Herr #17848% of 1.3.8. (IBSTITUT PUER SCRIPF-BAUTECREIK at WOLGAST) branch DEESDER worked on a "Kreislaufneter". The planned useage of the this "meter" was unknown. 1955. Herr Witthin asked to have the "Kreislaufmeter" put on the VP-SEE research project lish in order to eventually find out what it could be used for. "Kreislaufmeter" has since been one of the VF-SEE research projects for 1.3.7. and Herr witthing's branch office at DRESDER was officially suthorised to begin designing and developing the engine. The engine was to work on the following principle: it was to use its own exhaust gases ("Abgase") to which were to be added fresh exygen from exygen containers in order to not have any exhause gas escape and render the engine independent from outside fresh-air supply. Regarding the engine's possible use-age. the former German Navy had been working on torpedoes equipped with very small angines of the above type during world War II. 25X1

. Marine diesele from YEB EKN HALBERSTAUT et HALBERSTAUT.

In 1952, VP-SEE ordered 2 or 3 2,400-HP marine diesels from VEB EER HALBERSTADT diesel engine plant. They were heavy, slow running (about 600 RFM)
engines especially designed by Herr BOERME of VEB EEB ROSELAU for either
WAL or DRACHE class vessels. The construction of one of the 2 had begun in
EEPTUM Shippard at BOSTOCK in 1953. The order x was cancelled after 17
June 1953s. Shannangerman when the plant reported the first engine ready
for delivery later, VP-SEE did not accept it. The engine was delivered to
MEPTUM Shippard instead which intended to install it in one of the 3,000-ton
froighters.

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